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Hongkong Daily Press

ESTABLISHED 1857.

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HONGKONG, WEDNESDAY, FEBRUARY 22, 1893. 三三四

二月二日八十九百八千英港存

PRICE \$21 PER MONTH

NEW ADVERTISEMENTS

ENTERTAINMENTS

INTIMATIONS

HONGKONG ICE COMPANY, LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held in the Company's Drawing Room at Noon on SATURDAY, 25th February, to receive a statement of the Company's Accounts to the 31st December, 1892, and the Report of the General Manager.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th instant to the 5th

previous, but may be opened again at

any time thereafter.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 29th January, 1893. [162]

A Company of Artists par Excellence.

PIECES ... \$2 and \$1

Soldiers and Sailors in uniform. Half price to Back Seats only.

Seats may be booked at the ROBINSON

PIANO CO.

Overture at 9 p.m. Sharp.

Fair Company, see Posters. Change of

Programme Nightly.

LEO HERNANDEZ, Hongkong Hotel.

Hongkong, 31st January, 1893. [163]

EDISON'S LATEST.

THE WONDERFUL ANIMATOSCOPE

Will be on exhibition for a SHORT TIME in

Hongkong, at No. 5 ARSENAL STREET,

QUEEN'S ROAD EAST.

The ANIMATOSCOPE is the Latest In-

vention of the WIZARD EDISON, and

Produces PICTURES Life-Sized and True to

Nature, which has never yet been seen in

Hongkong.

BOXES OPEN FROM 2 to 11 P.M.

Please reserve your Seats. Performing from

3 to 11 P.M. every hour.

ADMISSION: ... 30 Cents.

1st Seats ... 30 Cents.

2nd Seats ... 20 Cents.

3rd Seats ... 10 Cents.

NAFTALY BEOS, Proprietor.

Hongkong, 29th January, 1893. [163]

HONGKONG SMOKING CONCERT CLUB

THE SECOND CONCERT of the SPA-SONG will be given by the THEATRE ROYAL on SATURDAY, February 5th, at 8.15 p.m. FULLSTON HENDERSON, Esq., in the Chair.

Members who have not yet received their

TICKETS are requested to forward \$2 to H. C. NICOLE, Esq., Hon. Treasurer, when they will

receive them.

Members are reminded that TICKETS must

be shown at the Door, and this Rule will be

rigidly enforced on this occasion.

J. A. LOWSON, Hon. Secretary.

Hongkong, 28th January, 1893. [164]

NOTICE.

YUBARI COAL.

I AM now importing this well known Coal

direct from the Mines in Japan.

YUBARI COAL has been proved most suit-

able for Ironclads, Steamers, Manufactories &c.

I am also importing MOJI COALS and

have always a large stock on hand.

Intending purchasers are respectfully re-

quested to communicate with the undersigned;

and all orders will receive prompt attention.

CHAN A TONG, Coal Merchant.

No. 34, Praya Central.

Hongkong, 1st February, 1893. [164]

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INTIMATIONS
NOW READY.

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, COREA, INDO-CHINA,
Straits, NETHERLANDS, INDIA,
SIAM, PHILIPPINES, BORNEO, &c., &c.,
WITH WHICH ARE INCL. THE CHINA DIRECTORY
AND THE HONGKONG DIRECTORY
AND Hong List for the Far East.

1896.

THE THIRTY-SIXTH ANNUAL ISSUE,
Real Octavo, Complete with Twelve Maps
and Plates, pp. 1,302, \$7—D—Vol. only, pp.
928, \$3.50.

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AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CEMETERY MEMORIALS.
Designs and Prices on application.
Offices, 47, QUEEN'S ROAD, CENTRAL. [2704]



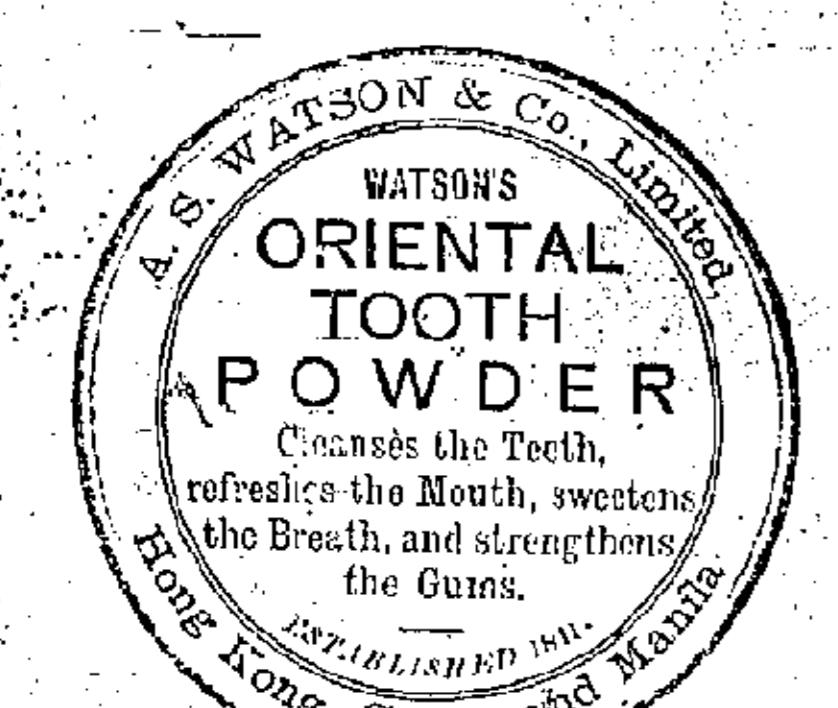
THE HONGKONG DISPENSARY

FAVOURITE TOILET
ARTICLES.

WATSON'S

ORIENTAL

TOOTH POWDER.



The favourite Dentifrice, referred to in this label, is one of our oldest Proprietary Articles. Few who have ever tried it say any other and many of our customers take a large supply with them on leaving the Colony.

THE HONGKONG
TAI YEEUK FONG

HAIR WASH.

湯樂大港香

THIS ELEGANT TOILET REQUISITE
COMBINES THE PROPERTIES OF
A RESTORER, POMADE, AND
WASH.

As a Restorer—Nutritive and Strengthening;
As a Pomade—Not a Grease, but acting as such;
As a Wash—Cleansing, and Agreeable;
Sole Proprietors—
A. S. WATSON & CO., LIMITED.
HONGKONG, CHINA, AND MANILA.
Established A.D. 1841.

Hongkong, 6th January, 1888. [24]

NOTICE TO CORRESPONDENTS
Our correspondents are requested to send us their communications addressed to "The Editor, The Daily Press," not to "Editor, The Daily Press," as there is no such office.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication; and when the supply is limited, only supplied for Cash.

Telephone Address—A.B.C. Co., 100, Queen's Road, Tel. No. 12.

BIRTHS.

At Canton, on the 27th January, the wife of J. R. G. M. [REDACTED]—367
On the 1st February, at 11.30 a.m., at 15, Mosquio Junction, the wife of Senator E. J. de SANTOS, REMEDOS, Naval and Civil Architect and Surveyor, of a daughter. Bungkoh papers please copy. [25]

At the last meeting of the Sanitary Board the question of the respective merits of the water carriage system and the hand carriage system for the disposal of nightsoil was again raised. The subject is one upon the abstract merits of which experts are divided in opinion, but, so far as Hongkong is concerned, the general adoption of the water carriage system, even if it were to be desirable on other grounds, has been practically impossible owing to the scarcity of the water supply. The Hon. R. D. Onslow, Director of Public Works, is of opinion that with the recent additions to the storage capacity and those in progress the difficulty has been overcome and that Hongkong will never again experience a water famine. We hope it may be so, but the figures Mr. Onslow gives are not convincing upon the point. Calculations in such matters must be based, not on the average, but on the minimum rainfall. The growth of the population and the consequently increased demands upon the water supply must also be taken into consideration, and under existing conditions it would be unwise to add to those demands by the general adoption of the water closet system. The difficulty might, of course, be got over by using sea waters but that would involve the expense of laying special mains, building reservoirs, and setting up pumping machinery. Unless and until the colony is prepared to enter upon a scheme of that kind the adoption of the water carriage system must be considered in reference to the existing water supply, and must be declared inexpedient on account of the possibility of its aggravating a water famine and also on account of the direct danger to health that would be created in the event of there not being sufficient water available for flushing purposes.

If the water difficulty could be overcome we would be disposed to favour the adoption of the water carriage system for

European houses and, as suggested by Mr. Charnock in his report on the drainage of Hongkong, not to discourage any tendency that might be evinced by the Chinese to adopt it. It is contended that such diseases as enteric fever and diphtheria can be and are contracted from the foul emanations from drains and sewers, especially when they contain human excreta, and this contention is supported by clinical experiments, many cases of these two diseases having been traced to foul emanations from sewers and drains. This direct evidence must be held to outweigh that supplied by experiments proving that sewer air is purer bacteriologically than atmospheric air. But where the drainage system is good, emanations ought not to exist, and even if an occasional case of illness may be traced to such a source, on the other hand the offensive smells attendant upon the hand carriage system must also be prejudicial to health. Certain it is that some of the healthiest cities in Great Britain employ the water carriage system; and if it be correct, as has been stated, that Victoria may now be regarded as one of the best-arranged cities east of Suez, the drains ought to be capable of meeting the demand that the adoption of that system here would make upon them. Mr. Edw. favours the hand carriage system because with it the sewage is carried right away from the colony, but with an efficient water carriage system the sewage is effected not only completely, but also more promptly. However, in the absence of an adequate water supply it is useless discussing the merits of the water carriage system. The practical point to which attention should be directed is the improvement of the present hand carriage system. The Sanitary Board made recommendations to the Government on this subject six months ago, but nothing has yet been done.

The delivery of the French mail was begun at 10.35 a.m. yesterday.

The Executive Council yesterday confirmed the sentence of death passed upon the Sholley street murderer, and he will be hanged in Victoria on Tuesday the 3rd inst.

According to a Marce's telegram, Admiral de la Edimburgo de Bouançon has been appointed to command the China squadron, and will sail for the East with the cruisers *Bribe* and *Vaucluse*.

Capt. G. P. Phillips, of the West Yorkshire, is the popular A.D.C. to Sir William Robinson, no longer in the Colony. He has been granted six months' leave to go on private affairs.

A man was yesterday sent to gaol for six months for stealing a pair of ear-rings from a woman. The prisoner went to the prosecutor's house and demanded money with threats. The woman refused to give him money and he then snatched her ear-rings.

There will be a Locky match to-day, Club R. Regiment, 4th-49. The following will play for the Club—A. S. Auton, Lieutenant, Royal Engineers; G. Millward, Lieutenant, Royal Engineers; E. R. Morris, P. P. Winkhouse, Lieutenant, Dutton, E. Robinson, J. S. Nixon.

The British authorities, it is reported, have communicated with the New South Wales Government with the object of procuring a shipment of meat for Vladivostok within twelve months, and negotiations on the subject are now proceeding between the two governments.

Her Gustav Betsch, who has been home on leave for some time, was appointed Commissar in the Chinese Legation in Berlin recently, and the German Government has been informed of his appointment. It was originally understood that he should return to China next February, but it is not certain whether he will do so—*London and China Express*.

H. M. torpedo-boat destroyer *Hart* arrived at Shanghai at 6.30 a.m., arriving at the port in the half past three, having made the run up the Yangtze against a strong head wind and sea. The *Hart* will leave for Fingal, again this afternoon (29th) and the *Hawthorn* will arrive probably some time in the afternoon. The two vessels will be employed as dispatch boats—*N. C. Daily News*.

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COLONIAL OFFICERS AND STUDENTS AND ARMY COMMISSIONS.

London, 11th January.
The War Office has approved of regulations whereby Commissioners of the Army may be loaned to colonial officers or students. Six Commissioners annually will be open to Canada, two to each Australian colony and Cape Colony, and one each annually to Natal and Tasmania.

THE KHYBER QUESTION.

Calcutta, 11th January.
Whatever may be the final decision in regard to India, the Government is apparently of opinion that no definite change can be made in the system of paying the Amir. To keep the Amir in power, General Ochterlony, who is now at Lundi Kotal, has submitted a scheme for the erection of posts and block houses to be garrisoned by our own troops all along the line from Lundi Kotal to Jaurand, and General Symons is engaged discussing plans with him on the spot.

THE REJECTION OF THE AFRIDI'S REQUEST BY THE AMIR.

Calcutta, 11th January.
The Englishman learns that the Afridi and Urakai depots, which have been at Kabul for a month past, have returned disheartened, the Amir having refused all requests for help, and also declined to intercede on their behalf.

INDIAN TROOP FOR UGANDA.

Bombay, 13th January.
Responding to a request from Home Government the Indian troops, who were originally 400 Punjabi Muhammadans to Uganda.

Calcutta, 13th January.
The Home Authorities have now definitely asked the Indian Government to raise a special corps, probably on the lines of the Hongkong Regiment, for service in Uganda. It is practically settled that a force of 400 Punjabis to man the posts will shortly leave for Uganda.

London, 14th January.
The Bombay Infantry will probably return to India when the Purushas leave Uganda.

THE CRIPPLED FIRE UNKNOWN INCENDIARY.

London, 13th January.
The verdict of the jury in the case of the Crippled fire is that it was caused by some person unknown.

THE PLIMOUTH PARLIAMENTARY CONTEST.

London, 13th January.
Mr. Meudell, the Radical candidate, has been elected Member of Parliament by a majority of 164, defeating Mr. Guest, the Conservative candidate, and replacing Mr. Harrison, the deceased Liberal member. The polling was as follows:—Meudell 5,966, and Guest 5,802.

IMPRESSIVE STATE CEREMONY IN CALCUTTA.

Calcutta, 14th January.
An impressive State ceremony took place last night at Government House, when the Viceregal held an investiture of the Orders of the Star of India, the Indian Empire, and the Captain.

The Captain was the largest ever held in India. It is estimated that three thousand persons were present. The Viceregal, at the close of the ceremony, delivered an eloquent address, in the course of which he said that he had again and again received messages from the Queen-Empress to be conveyed to her subjects in India—messages of personal sympathy alike with the upholders of the Empire and with those who had shed their blood in the defense of the Empire, and the victims of great convulsions of nature or of epidemic disease. In a recent letter the Queen-Empress had desired him to say how much she was touched and gratified by the immense number of loyal and kind addresses she had received from the princes and people of India.

THE NEW FINANCIAL ARRANGEMENT IN INDIA.

Calcutta, 14th January.
Sir James Westerholt, the Indian Minister in the Supreme Legislative Council to advise the Government to issue currency notes against gold deposited with the Secretary of State in London on receipt of telegraphic notification of the deposit. The object of the measure is to enable the exchange of gold in rupees, which to be effected without the delay involved in sending gold to India. The financial effect will be to increase indefinitely the limits within which the Secretary of State can sell telegraphic transfers, and it is hoped, will do something to relieve the severe pressure on the Indian money market. The Commercial Community, represented by the Exchange Banks and the Bengal Chamber of Commerce, have presented to the Government to introduce the measure. It is understood that the Bill will be made law in the following week. It will be paid to issue against gold at 1s. 2d. telegraphic transfer.

Calcutta, 15th January.
At yesterday's Supreme Legislative Council meeting the new Monetary Bill was introduced, and met with no opposition. It will probably be passed into law on the 21st instant. It is now understood that the rate is likely to be 1s. 4d. telegraphic transfer.

Later.
In introducing the Monetary Bill, Sir James Westerholt alluded to the inquiry of the Chamber of Commerce re the introduction of a gold standard, and stated that, although at present he was unable to give a firm reply a great effort had been made in the condition of the Indian money market to direct attention by the author of the Bill to the fact that, if a gold standard should be possible, the disasters of the past year seriously affected all Indian trade and set back for a time the current of advance, but bountiful harvests and renewed trade activity had restored the position with a suddenness for which the commercial world was not prepared.

THE TIGHTNESS OF THE MONEY MARKET IN INDIA.

Bombay, 12th January.
The Bank of Bombay has raised its rate to 12 per cent. The Banks are refusing loans at 10 per cent, and the rate of gold has risen to 12 per cent, per month on gold basis.

THE NIGER COMPANY TO SURRENTH HUMAN SACRIFICES IN ITS TERRITORY.

London, 14th January.
The Niger Company has commenced extensive operations against the Iboza tribe, in the middle of the Niger territory, and purpose stopping human sacrifices.

THE RUMOURS ABOUT THE BRITISH REGIMENT IN THE FRONTIER OPERATIONS.

London, 14th January.
The Frontier commandant of the British Army will be present to receive the current rumours regarding the behaviour of certain regiments and testifies to the gallantry displayed by all. He says the Frontier army is the best in the world, and dwells on the immense moral of the victory of Dargai.

SENEGAL WALKER LIBERATED BY THE TRIBESMEN.

Calcutta, 15th January.
Sergeant Walker, of the Royal Scots Fusiliers has been released by the Afridi, and arrived in Camp at Manjaki yesterday.

THE COMMANDER-IN-CHIEF OF THE TIRAH FORCE.

Bombay, 13th January.
An imposing tablet has been erected on the site of Sir H. Havell's death.

THE ORLEANS EXPEDITION TO EQUATORIAL AFRICA.

London, 16th January.
A steamer leaving Marseilles to-morrow takes 1500000 francs, besides 1200000 riles and two mairailles for Prince Henry of Orleans' Expedition to the Equatorial Provinces and Abyssinia.

VIOLENT OPPOSITION TO AUTONOMY IN THE CAPITAL OF CUBA.

London, 16th January.
The situation at Havana is serious, and the mob has got into possession of the streets there for three days, shouting "Down with the Queen," "Down with Autonomy." The officers and volunteers sympathetic with the movement, which is directed against autonomy, the American Consul has threatened to summon a warship if the lives or property of American subjects are touched. Order has been partially restored.

INDIAN EMIGRATION TO REUNION.

London, 16th January.
An Anglo-French Convention has been signed dealing with Indian emigration to India, according to which the emigrants take to land having the required Indian expenses. Moreover the children of immigrants born in Reunion are not bound to serve it in the army.

SHIPPING REPORTS.

The French steamer *Lane*, from Shanghai 29th Jan., had very fine weather all the way. The Chinese steamer *Fudan*, from Shanghai 26th Jan., had moderate N.E. winds and fine weather.

The British steamer *Phra C. C. Kao*, from Bangkok 20th Jan., and *Ang Hin* 23rd, had light southwesterly winds and fine weather to 1000. The *Ang Hin* 20th, had moderate N.E. winds, and strong easterly winds and moderate weather. From *Padang* to *Patani* similar weather. From *Patani* for *Gap Rock* moderate and light wind, swell from N.E.

PASSENGERS BOOKED FOR THE FAR EAST.

For Messengers Machines steamer *Occasion*, from Marsella, Jan. 16.—To Yokohama Mr. Parsons and 2 children, Mr. Becker, Mr. Koenig, Mr. and Mrs. Miller, Mr. and Mrs. G. H. Hinds, Mr. J. D. Hage, Mr. Peulo, Mr. H. S. Smith, Mrs. Singo, Mr. Bourne, Mr. Cross, Mr. H. H. Williams, Mr. F. C. Acton, Mr. W. G. Littlepage, Mr. H. W. E. Manisty, Mr. M. E. Fenton, Miss E. Wickham, Mr. Kennedy, Misses Kennedy (3), from Ismailia Mr. J. H. Hodge, Mr. H. E. Elford, Mr. H. King, Mr. E. Goldsmith, Mr. B. Wyatt, Mr. A. Sibley, Mr. J. Richards, Mr. A. Richardson, Mr. R. G. Bunting, Esq., Mr. L. Richards, Esq., Mr. J. Indwell, Esq., Mr. G. Gray, Esq., Mr. A. Sibley, Esq., David Gubay, Esq.

CHIEF MANAGER: HONGKONG & T. JACKSON, Esq.

MANAGER: T. JACKSON, Esq.

LONDON BANKS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 3½ per cent. per annum.

T. JACKSON, Chief Manager.

Hongkong, 9th November, 1897. [13]

HONGKONG & SHANGHAI BANKING CORPORATION.

RESERVE FUND..... \$10,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

PAID UP CAPITAL..... \$10,000,000

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.

Mr. D. G. Bunting, Esq., Chairman.

Mr. J. Indwell, Esq., Deputy Chairman.

Mr. G. Gray, Esq.

Mr. A. Sibley, Esq.

Mr. A. Richardson, Esq.

Mr. R. G. Bunting, Esq.

Mr. L. Richards, Esq.

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Mr. A. Richardson, Esq.

VESSELS ON THE BERTH:

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION CO.

Steamer Tons. Captain. Proposed Sailing. Steamship Tons. Captain. Proposed Sailing.

VICTORIA, 3,107 T. Truebridge. Feb. 22 BRAEMAR, 3,601 E. Porter. March 3
OLYMPIA, 2,608 T. H. Dobson. March 15 MOUL, 3,654 W. H. Wright. March 29
COLUMBIA, 2,605 A. Cow. April 3 AROYAL, 2,997 W. Ward. May 3
TACOMA, 3,549 A. Dixon. April 26 BRAEMAR, 3,601 E. Porter.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table, Doctor and STEWARDESS carried.

Passenger to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 41.

The Railroad travelling is second to none in the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 223.

The best route to the KUOYUKE GOLD FIELDS. Frequent Sailings from VICTORIA and PORTLAND to DIAL and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the agent of the British Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded to this port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO.,
General Agents.

Hongkong, 2nd February, 1893.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

INABA MARU Marseilles, London, New Castle & ANTWERP, V. SINGAPORE THURSDAY, 3rd February, 1893.

W. Bainbridge (Treasuring Cargo for Java Ports) at 4 P.M.

KAGOSHIMA MARU SPATTLER, WASH., U.S.A. VIA KOBE WEDESDAY, 3rd Feb.

YOKOHAMA, KOBE & YOKOHAMA at 4 P.M.

R. Nihon (Cargo for YOKOHAMA) at 4 P.M.

SAGAMI MARU SHANGHAI, JINSEN, SHIMONOSERI at 4 P.M.

T. Min (Cargo for YOKOHAMA) at 4 P.M.

TOKIO MARU NAGASAKI, KOBE & YOKOHAMA at 4 P.M.

E. W. Haswell (Cargo for YOKOHAMA) at 4 P.M.

HOSHIMA MARU BOMBAY, VIA SINGAPORE (Treasuring Cargo for Java Ports) & CO., via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA at 4 P.M.

N. Ohno (Cargo for YOKOHAMA) at 4 P.M.

ONI MARU SYDNEY & MELBOURNE VIA TUESDAY, 2nd February, 1893.

C. Young & BURSHAM at 4 P.M.

* Through Passengers' Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 29th January, 1893.

111

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

STEAMERS TO SAIL ON REMARKS.

STRAITS, COLOMBO, & BOMBAY. { HYUNDAE, C. L. Daniel } Noon, 5th Freight.

LONDON { CROYDON } About 5th Freight or Passage.

SHANGHAI { C. R. Pease } Daylight, Freight or Passage.

NAGASAKI, KOBE & YOKOHAMA { C. R. Pease } Daylight, Freight or Passage.

YOKOHAMA { C. R. Pease } 6th Feb. Freight or Passage.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA { T. Leigh } Daylight, Freight or Passage.

LONDON, &c. { GANGES } Noon, 19th Freight or Passage.

LONDON { E. P. Bishop } About 19th Freight or Passage.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 2nd February, 1893.

111

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—5,000 Tons—10,000 H.P.—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

EMPEROR OF INDIA...Comr. O. P. Marshall, R.N.WEDNESDAY, 16th Feb., 1893.

EMPEROR OF JAPAN...Comr. G. A. Lee, R.N.WEDNESDAY, 16th Mar., 1893.

EMPEROR OF CHINA...Comr. H. Pybus, R.N.WEDNESDAY, 6th April, 1893.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of Railways. Book through to the principal points and AROUND THE WORLD. Return tickets to all principal cities, Good for 4, 6, 8, 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for some at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 29th January, 1893.

118

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship "CATHERINE APCAR."

Captain E. T. Foy, will be despatched for the above port TUESDAY, the 3rd February, at 4 P.M. (or as previously advertised).

For Freight or Passage, apply to D. D. SASSOON SONS & CO., Agents.

Hongkong, 28th January, 1893.

130

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "HECTOR."

Captain Barr, will be despatched as above on Saturday, the 5th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd February, 1893.

131

FOR BALTIMORE.

THE 33 A. T. I. American Ship "STANDARD."

Snow, Master, should be expected from Amoy, will load here for the above port during January.

For Freight, apply to MELCHERS & CO., Agents.

Hongkong, 21st December, 1892.

132

FOR LONDON VIA SUEZ CANAL.

THE Steamship "HECTOR."

will be despatched above or about 25th February.

To be followed by the

S.S. "PATRIOT," sail about 20th Mar., 1893.

S.S. "LEONIX," sail about 10th April, 1893.

S.S. "ENERGIA," sail about 6th April, 1893.

For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.

Hongkong, 2nd February, 1893.

133

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY LIMITED.

FOR LONDON VIA STRAITS AND COLOMBO.

Taking Cargo through rates for Liverpool, Glasgow, Continental Ports, River Plate, &c.

THE Company's Steamship "CATHARINE APCAR."

Captain H. Voss, will be despatched for the above ports on SATURDAY, the 5th Feb., at 5 P.M.

For Freight or Passage, apply to SIEHAN, TOMES & CO., Agents.

Hongkong, 1st February, 1893.

134

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "CATHARINE APCAR."

Captain H. Voss, will be despatched for the above port on SATURDAY, the 5th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd February, 1893.

135

FOR BALTIMORE.

THE 33 A. T. I. American Ship "STANDARD."

Snow, Master, should be expected from Amoy, will load here for the above port during January.

For Freight, apply to MELCHERS & CO., Agents.

Hongkong, 21st December, 1892.

136

FOR BOSTON.

THE Steamship "HECTOR."

will be despatched above or about 25th February.

To be followed by the

S.S. "PATRIOT," sail about 20th Mar., 1893.

S.S. "LEONIX," sail about 10th April, 1893.

S.S. "ENERGIA," sail about 6th April, 1893.

For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.

Hongkong, 2nd February, 1893.

137

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "HECTOR."

will be despatched above or about 25th February.

To be followed by the

S.S. "PATRIOT," sail about 20th Mar., 1893.

S.S. "LEONIX," sail about 10th April, 1893.

S.S. "ENERGIA," sail about 6th April, 1893.

For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.

Hongkong, 2nd February, 1893.

138

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "HECTOR."

will be despatched above or about 25th February.

To be followed by the

S.S. "PATRIOT," sail about 20th Mar., 1893.

S.S. "LEONIX," sail about 10th April, 1893.

S.S. "ENERGIA," sail about 6th April, 1893.

For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.

Hongkong, 2nd February, 1893.

139

FOR NEW YORK VIA SUEZ CANAL.

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